

FW: Flagging for Info: CBSA error messaging on Canadian Border Vaccine Mandate

From: "Cohen, Alexander" <alexander.cohen@ps-sp.gc.ca>
To: "Power, Mary-Liz" <mary-liz.power@pmo-cpm.gc.ca>
Cc: "Jones, Mike" <mike.jones@ps-sp.gc.ca>, "Pare, Loic" <loic.pare@ps-sp.gc.ca>
Date: Fri, 14 Jan 2022 16:41:42 +0000

[Flagging this, which we received though CBSA](#)

From: Quinn, Robyn <Robyn.Quinn@cbsa-asfc.gc.ca>
Sent: Friday, January 14, 2022 11:17 AM
To: Jones, Mike <Mike.Jones@ps-sp.gc.ca>; Cohen, Alexander <Alexander.Cohen@ps-sp.gc.ca>; Kurusamy, Gowthaman <Gowthaman.Kurusamy@ps-sp.gc.ca>; Horonowitsch, Emily <Emily.Horonowitsch@PS-SP.GC.CA>; MacBride, Craig <Craig.MacBride@PS-SP.GC.CA>; Pare, Loic <Loic.Pare@PS-SP.GC.CA>
Cc: Johnston, Jag (Ext.) <jag.johnston@cbsa-asfc.gc.ca>; Marchildon, Caroline <Caroline.Marchildon@cbsa-asfc.gc.ca>
Subject: Flagging for Info: CBSA error messaging on Canadian Border Vaccine Mandate
Good Morning,
Flagging for awareness the correspondence below which was sent to the Minister of Transport from Mike Millian the President of the Private Motor Truck Council of Canada.
In addition to raising their concerns on the messaging, they also have criticism on the stakeholder engagement that was led by TC yesterday.
Thanks,
Robyn

From: Mike Millian <trucks@pmtc.ca>
Sent: January 14, 2022 9:19 AM
To: omar.alghabra@parl.gc.ca; jean-yves.duclos@parl.gc.ca
Cc: Boucher, Todd <Todd.Boucher@cbsa-asfc.gc.ca>; Gaspar, Fred <Fred.Gaspar@cbsa-asfc.gc.ca>; Melanie.Vanstone@tc.gc.ca
Subject: CBSA error messaging on Canadian Border Vaccine Mandate
Importance: High

Good morning, I hope this message finds everyone well. I am writing on behalf of the Membership of the PMTC, and to be frank, many other drivers and carriers in the industry who were affected by the confusion that occurred between 10pm on the evening of the 12th and 4:45pm on the 13th. Earlier in the day on the 12th, officials from CBSA, PHAC and Transport Canada met with many stakeholders in the trucking industry to clarify what was going to occur at the Canadian land border ports of entry on Saturday, January 15th. While we as an industry were not happy with the mandate moving forward on January 15th, at least we left the meeting on the 12th with clarity as to what was going to occur. Our association, and many others, then reached out to the industry and provided clarity on the regulations, and what carriers and drivers should expect to occur at 12:01am on January 15th. What has occurred since

that time, caused by “an error in messaging by CBSA”, according to a release Ottawa issued late yesterday, has caused mass chaos and confusion in the industry.

At roughly 10pm on the 12th, news media circles starting reporting that Canada had shifted on the vaccine mandate and would not be requiring Canadian drivers to quarantine when they returned to Canada on or after the 15th. This surprised and confused many in the industry, while providing a glimmer of hope that perhaps Canada, and in turn the US, may reconsider the timelines of this mandate. With the news circulating on the 13th, and no clarification or correction in messaging being provided by CBSA, PHAC, or TC, many carriers then dispatched some unvaccinated drivers into the US to cover loads that needed to be delivered. As I know you are aware, we already are suffering from a driver shortage, so all available drivers are required. These drivers have been crossing the border continuously since March of 2020, following distancing and PPE protocols, and doing their part to ensure they do not cause an outbreak. As the day went on yesterday, no news from government, no outreach to industry, no clarification. A meeting was set up for 3:30pm yesterday to clarify things, which was then pushed to 4:30, and at 4:30 we were informed discussions were still ongoing and it would be scheduled for later in the day. Five minutes later the media was reporting that the message provided the prior evening was made in error. Unvaccinated Canadian drivers, as of Saturday, would be required to quarantine and test upon their return. The industry found out the same way everyone else did, through the media, as we were not provided any clarity or outreach about this change in messaging from your departments. As industry stakeholders, we were scrambling, dealing with calls and emails from confused carriers and drivers wondering what was going on and what it meant.

All of this flip flopping in messaging has created mass confusion in industry, and the lack of outreach to industry made this worse. If the message provided late Wednesday was made in error, why did it take officials over 16 hours to release a statement correcting the error? This 16-hour period of silence has thrown many drivers' lives into upheaval and will leave some having to quarantine at home for 14 days as a result of an erroneous message from government officials. Since these drivers will have their lives affected dramatically as a result of an error that was not made by them or industry, will government, at bare minimum, provide these drivers with an exemption to return home without quarantine? While we understand errors can be made, the industry and

drivers should not be left swinging in the wind for as long as they were, when a simple communication, similar to the one that caused the confusion in the first place, could have been issued and cleared confusion up in a timely manner. The industry and these drivers deserve better.

Yours respectfully;

Mike Millian

President

Private Motor Truck Council of Canada

225 Main Street East

Unit #5, Milton, On

L9T 1N9

Personal Info. [REDACTED]

Personal Info. [REDACTED]

Personal Info. [REDACTED]